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**IN TOUCH WITH YOUR TIME**







## How low can you go...

Tony Cairoli gets all 'road racing' in the sand of Semigorje. The Sicilian just keeps on getting better and better and after surrendering the MX1 championship lead due to a freaky day in Sweden is now back in control by 20 points after conquering ground and hearts in Russia. The 26 year old has won half of the 22 motos so far and has six triumphs from eleven grands prix; four of those involving authoritative 1-1 scorecards

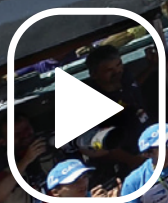
Photo by Ray Archer











PLAY





**MotoGP**

## Lorenzo's Public...

There are plenty of races to go (nine in fact) but if the cruel hand of fate does not strike then the MotoGP championship tussle looks good for another potential nail biter in Valencia. The momentum of the series continues to swing around and it was Jorge Lorenzo's turn to walk the top step with a commanding fifth victory of 2012 at Mugello. Dani Pedrosa has one chequered flag and Casey Stoner three and it's still a brave man to lay money on any of the trio with 37 points the difference

Photo by [www.yamahamotogp.com](http://www.yamahamotogp.com)





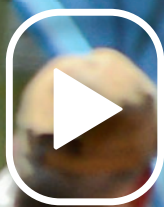


**AMA-MX**

## **Follow me...**

Washougal drew the AMA Nationals up to the final third of the calendar with the eighth round of twelve witnessing a slight disruption in the KTM/Dungey trail of success in the 450 class. Mike Alessi posted his first moto victory on the Suzuki and the 250s saw the return of Justin Barcia to the winner's circle. Next is the sand of Southwick

Photo by Steve Cox



**PLAY**











# O **TEST**

## **German superiority...**

Roland was able to take both 2011 and 2012 BMW S1000RRs for a spin in the south of Spain and found with stereotypical efficiency that the German manufacturing giants had taken a good thing and made it remarkably better. Read on to see why the S1000RR is worthy of a slot up with the greats in the vast hall of acclaim when it comes to modern superbike engineering

Photo by Jason Critchell





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**MX**

# GRAND PRIX OF RUSSIA

SEMIGORJE • JULY 22nd • Rnd 11 of 16

MX1 winner: Tony Cairoli, KTM

MX2 winner: Jeffrey Herlings, KTM





# SEMI-GORJED...

By Adam Wheeler, Photos by Ray Archer [www.rayarcher.com](http://www.rayarcher.com)





What could have been in Russia...  
Joel Roelants fights through the  
slime of Saturday



**N**ot again...this was the thought of many during Saturday morning at the Grand Prix of Russia as the foreboding black sky duly opened up before the first qualification motos. The eleventh round of sixteen began on a soggy note as rain greeted the first laps at Semigorje and then turned into a fully-fledged storm that turned the shallow sand into a bog. The unkindness of the weather meant that

just three rounds of the FIM Motocross World Championship had been untouched by inclement conditions this season. Everyone was pretty tired of the excessive mud. On Sunday it all changed. The temperature shot up by ten degrees, the wind disappeared and the puddles evaporated along with any space on the spectator banking as the ten thousand pre-sale crowd brought the sunshine.



Once again Desalle was the only person who had anything for Cairoli. The Championship chase already looks to be narrowing

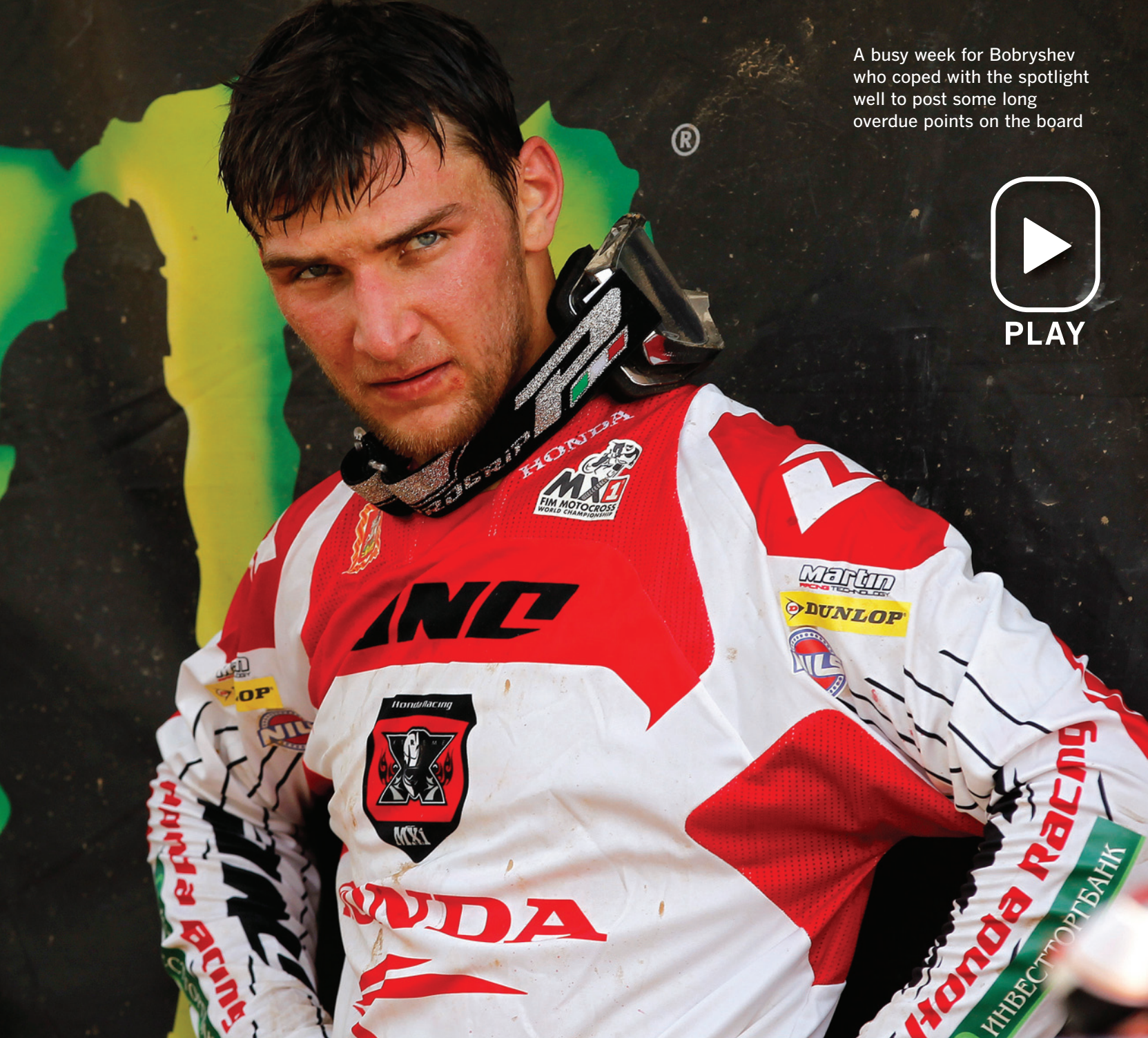


Outside more public tried to get in the gates and find a vantage point. The race might have had a dark beginning and worrying conclusion (MX2 GP winner Jeffrey Herlings suffering a concussion and two passengers in the car with him that crashed into a truck on the sketchy roads Sunday evening sustained bad leg injuries) but flashes of brilliance in the motos helped create a lasting

impression of Semigorje. The event was rough around the edges; a faulty gate leading to a red flag in the MX2 qualification heat and some aspects of the facility lacked 'cosmetic charm' but the essential ingredients were there: capable infrastructure, enthusiastic spectators, a challenging track, good weather and memorable incidents.



A busy week for Bobryshev who coped with the spotlight well to post some long overdue points on the board



In a retrospective look at the Grand Prix the highlights were undoubtedly Herlings' brilliance to go 1-1 in MX2, Tommy Searle's unparalleled refusal to give up despite circumstances that made the heart sink, and the Cairoli-Desalle chase for the lead in the second MX1 moto that was bookended by mistakes from both racers but elevated the tension. Ruminating on the latter, it seems the KTM and Suzuki riders are now gently pulling away in the central dispute for MX1 honours in 2012.

Christophe Pourcel has found his limit in the last two Grands Prix and it hasn't been enough to make the top three and Gautier Paulin's hot streak in his rookie MX1 campaign has cooled to the point of concern. Ken De Dycker is not in contention for the main prize but he can potentially influence the destination of the crown as he assisted Cairoli and defied Desalle in the first race by finishing second and in between the pair. Cairoli is a star wherever he goes and his achievement of five titles and inimitable style on the bike guarantees this,



Herlings was brilliant but didn't face much of a challenge as Searle endured a different type of race. By all accounts the Dutchman was lucky to escape a big car crash on Sunday evening with nothing more than a cut head and concussion



but his popularity was eclipsed in Russia as the sight of fans feeding on rising stock of Evgeny Bobryshev was completely affirming for both the sport and its future in Russia. The MX2 podium was unable to welcome a new face for the third meeting in a row as the old guard of Herlings, Searle and Jeremy Van Horebeek filled roles in the familiar post-race ceremony. For half of the second moto Britain's Jake Nicholls edged closer to his first trophy by holding third position even though he was suffering with sickness (more than several riders had stomach complaints) and his best

efforts were not enough to deter Searle who reproduced his magic from round three in Italy in April and whipped up dust to rally from last to second spot.

The trip and travelling process to Semigorje will be far easier and familiar in 2013. While many other organisers might wish for the same level of private and public support the Russians set a fine example of how to build a new stage to house the standards Grand Prix racing have long reached and sometimes don't always encounter.







Taking flight at Semigorje. Zach Osborne (338) and Alexandr Tonkov (66) were both dealing with injury problems







Heavy rumours of a return to AMA racing in green surrounded Christophe Pourcel all week. The Frenchman crashed at the start on Saturday but his usual decent launches from the gate helped him to fourth overall after the motos









Two podiums in a row for De Dycker might have helped clinch that second factory KTM for 2013. The Belgian was the only rider who managed to really shine at the crucial 'contract' stage of the season. Meanwhile Searle's performance [top right] was one of his best of the year









## CLASSIFICATION & WORLD CHAMPIONSHIP

### MX1 OVERALL RESULT

#### Riders

1	Tony Cairoli, ITA	KTM
2	Clement Desalle, BEL	Suzuki
3	Ken De Dycker, BEL	KTM
4	Christophe Pourcel, FRA	Kawasaki
5	Evgeny Bobryshev, RUS	Honda

### MX2 OVERALL RESULT

#### Riders

1	Jeffrey Herlings, NED	KTM
2	Tommy Searle, GBR	Kawasaki
3	Jeremy Van Horebeek, BEL	KTM
4	Joel Roelants, BEL	Kawasaki
5	Jake Nicholls, GBR	KTM

### MX1 WORLD CHAMPIONSHIP STANDINGS (AFTER 11 OF 16 ROUNDS)

Riders	Points
1 Tony Cairoli	442
2 Clement Desalle	422
3 Christophe Pourcel	393
4 Gautier Paulin	376
5 Ken De Dycker	341

### MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 11 OF 16 ROUNDS)

Riders	Points
1 Jeffrey Herlings	478
2 Tommy Searle	429
3 Jeremy Van Horebeek	417
4 Joel Roelants	344
5 Jordi Tixier	309



Gautier Paulin has not broken into the top three for the last three Grands Prix as his otherwise excellent season appears to be in danger of petering out





# BRITISH GRAND PRIX BONANZA, WIN TICKETS

**T**he British Grand Prix is undergoing a bit of re-branding as the ten classes and several hundred riders involved in the 'MXGP Festival' will enter the event, now billed as the largest gathering of motocross racing at European and international FIM level, will attest. Amateur, 65, 85, Women, Veterans, EMX125, EMX250, MX3, MX2 and MX1 will run across the dates of August 16-19 with a timetable that will test the full resources of the Matterley Basin facility located opposite the city of Winchester. Motors TV will broadcast increased coverage of the Grand Prix and the addition of a big screen to the Matterley banks is another step in the continual upgrade of the race as a flagship spectacle.

OTOR took a little bit of closer look at the meeting in this issue and the presence of an advert within these pages means that we will have some cool competition prizes and a total of 15 tickets to give away starting from our #36 in two weeks time and through our Facebook page: <http://www.facebook.com/pages/OTOR/185727538119061?ref=hl>

**In fact from our publish date on July 24th until the following Tuesday 31st we will give 2 tickets – worth over £80 (100 euros) each and including paddock access – to a person picked at random from all those who give OTOR a new 'like' on Facebook. So get clicking.**







## RUSSIAN GP: THE VERDICT

**S**emigorje had to be good, and thankfully it was. If the FIM Motocross World Championship had travelled the vast distance across the continent to find a sub-standard facility then disappointment would have been the predominant emotion from a tricky Grand Prix.

The increased degree of organisation, paperwork and mileage was complimented by some small problems such as the wear and tear on the trucks due to the state of the roads and sparse accommodation without hourly trips to the next city (riders were in tents and borrowing beds in other campers). The sheer scale of the trek from the west (3000km or over 1800 miles from Lommel in Belgium for example) put the eleventh round of the series out of contention for a selection of teams and placed just 19 MX1 riders in the gate and 26 in MX2.

The hiccups and obstacles faced by creating the show at Semigorje will be familiar and smoother (even if the roads won't be) for 2013 and there is little doubt concerning Russia's clout as an emerging presence on the world motorsport scene with World Superbike a visitor to Moscow Raceway in late August. With keen backers and public starved of high-class racing events – the evidence of this was clear through the sheer enthusiasm of the fans at Semigorje – Russia will be here to stay.

The Grand Prix can be deemed a success. The crowd were able to continue their love affair with Evgeny Bobryshev who didn't disappoint, sampled a Cairoli-Desalle duel and watched in amazement like the rest of us as Tommy Searle delivered a performance par excellence.

For their first time as organisers the crew around Semigorje had taken notice of the Youthstream handbook for event criteria and their observations of other races for the previous two seasons had paid off. The infrastructure and set-up was in place and Youthstream were apparently very happy with the efforts made to stage a GP fitting the standards of venues and clubs with far more experience.

"Many people are very surprised about the quality of the track and the warm welcome by the Russians, but we are not surprised because for a year we have been working to have a successful event and we know very well what the situation is in Russia," Youthstream President Giuseppe Luongo commented.

"We know that the organizer has a great project in mind for this venue and in a year there will be an unbelievable infrastructure with a permanent grandstand, a pit-lane with concrete garages made of concrete, VIP hospitality and a new media centre."



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## **FAR FLUNG FABLES...**

By Adam Wheeler



I've managed to write these blogs from some interesting places since OTOR switched into life in March 2011. At the moment I'm coping with a cramped and bouncing shuttle bus rattling through the 400km from Moscow to Semi-gorje for the Grand Prix of Russia.

My first trip to the east was an eye opener in 2002 (the stark contrasts between wealth and poverty evident in the cars, clothes and houses, the demeanour of the people) but there is nothing like the total isolation of language and bumps of cultural change to remind how big the world actually is. It can be hard to focus on the work and job ahead for what is another Grand Prix of motocross, the eleventh round of sixteen. In a way it's novel, and one of the satisfying parts of the job when the desire to sight-see and discover is as strong as the urge to crack-on with the job in hand.

The FIM Motocross World Championship visited Japan and the Sugo circuit three times from 2005 to 2007. The track itself was a marvellous layout of loam and speed (just ask Billy MacKenzie who was unbeaten there, and still boasts Great Britain's first and only MX1 victory on the works Kawasaki back in 2007). Sugo is located close to the city of Sendai; whose airport was so devastatingly washed away last year in the tsunami disaster. I've taken small memories away from a variety of places but those three visits to Japan and now into another corner of the world so diverse from what westerners might call 'normality' becomes the stand out experiences.

And there have been some incidents or images throughout the years that have helped create a fulsome mental scrapbook. In South Africa the wild hippos playing in the lake next to the parking B of the paddock was almost as special as

the quantities of kangaroos that would bounce across our path heading through the desolate roads of Victoria in Australia. The quick moose that dashed past us in Sweden was nearly as jaw-dropping as the size of the moon that

### **There are some incidents that have helped create a fulsome mental scrapbook**

beamed down on the outskirts of Los Angeles. Around the globe and back and it is still Japan that is otherworldly. How the downtown area of Sendai is free of graffiti. The cleanliness, respect and safety that people feel to the extent that bicycles are left in the street unlocked. The reminder that the aerial electric and communications cables provide of Mother Nature's tendency to wreck havoc (and feeling the shudder of that power with a light earthquake tremor sending my hotel room view weaving from the fourteenth floor).

If I close my eyes the outline of Mount Fuji's cloud-covered peak seen from the window of a speedy bullet train is something I can still conjure now.

People often comment that I am lucky to travel so far afield for a vocation. After twelve years there is a tendency to see the negative side: the time away from the family, the endless circuit of planes, cars and hotels and the routine of the same places. But there are some truly beautiful things in this world...and the fact that watching dirt-bikes catch air and churn some of the earth's crust can provide liberty and bring you closer to them is something nobody should take for granted.





Photo: Stanley Leroux



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FEATURE



# THE BRITISH ARE COMING...

THREE REASONS NOT TO MISS  
THE **BRITISH** GRAND **PRIX**

By Adam Wheeler, Photos by Ray Archer











**F**rom August 16th to 19th a four-day 'festival' of motocross racing at the fabled site of Matterley Basin, close to the ancient capital of England – Winchester – will represent arguably the biggest and most ambitious event in the 2012 international MX calendar.

The British Grand Prix is the fixture chosen to host a programme that will ultimately involve ten classes, around-the-clock twelve-hour on-track timetables and around 500 riders from Thursday to Sunday. With London in the grips of the 30th Olympics fifty miles away, a feeling of a sporting spectacle is firmly in the air as the thirteenth round of the FIM Motocross World Championship will be joined by every-

one from amateurs, to veterans, juniors, women and the premier MX1 and MX2 classes. More than one set of fingers will be crossed that the English weather will be on its best behaviour in what should be the heart of summer and the organisers – chiefly Monster Energy Yamaha's MX2 Team Manager Steve Dixon - behind such a proposition are fully aware of the mammoth task on their hands just one year after Matterley was resurrected as a Grand Prix venue.

Here is OTOR's three point guide (with a little help from Dixon) as to why the gathering should not be missed...



# 1

## The venue...

With its natural 'bowl' Matterley Basin is an ideal setting for both the race track and the surge of noise and expectation that can be contained around and within.

The facility can contain far more than the 20-30,000 crowds that have been evident at Grands Prix in 2006 and 2011 (as the masses for the '06 Motocross of Nations testify). The truth is that not many locations in the UK can provide the same mix of good viewing with the heightened sense of spectacle. There is still huge potential for Matterley.

"One of the main things I was trying to build in the British GP is some stability and continuity," says Dixon. "Since 2000 we raced at Foxhills, two years without a Grand Prix, two years at Gore Basin [Isle of Wight], once at Donington Park, once at Matchams Park, twice at Mallory Park and now the third GP for Matterley. I want to grow gradually and I hope the fans will believe in it and will come again. The pre-event sales are going very well. We need to show the council and authorities that this four-day festival can work. Then we can concentrate on making it a real carnival next year."

Matterley came to life again last August after slipping into a haze of inactivity for five years. For Winchester-based Dixon and the views of Youthstream as to the importance of the following the sport carries in the UK, the dormant state of the circuit would not last for long; even if it was a major operation to revive it.

"In 2011 we underestimated how long it would take to get the track into good shape and how much it had eroded in the five years. It was almost like starting again," Dixon opines. "There were also some new guidelines from Youthstream like accommodating the double-tiered pitlane. We also had to build the huge MX1/MX2 paddock and did things like install-

ing a reservoir that holds 1.4 million litres and helps with the 300,000 litres of water tank capacity under the track and all the piping involved. There was a lot of construction work for the long-term. This year for the track itself we are getting the woodchip on the dirt, mixing it in and I reckon it will be good to go. We are concentrating on other things like the roadways, internet provision and details that proved troublesome last year."

For Dixon and his small crew the 'MXGP Festival' is both exciting and a vast logistical challenge.

"It is going to be special but having the first four day festival and running ten classes is not going to be easy. Some parts of the paddock will be setting up as racing and practicing is going on and we have to adhere to certain health and safety rules. Just imagine the sheer amount of water that we need to wash all the bikes! There will be some long days and there is a lot to cover. We are trying to do as much as we can. We're widening and upgrading roads and reviewing traffic plans onsite. We also have a wet weather contingency leading up to the event and for things like flash floods at the meeting itself. We have to be able to operate around the rain because there is too much money and importance involved and this is where the long-term investment goals come into play."





# 2

## The track...

As many already know Matterley is home to the creative mind and construction talent of Terraforma MX owner Johnny Douglas Hamilton and the Scot is again pencilled-in for the fourth major event on his racing trajectory.

The course gained plaudits last year for being one of the best platforms for action and passing from the fifteen round '11 championship. Together with Youthstream's crew of Greg Atkins and Justin Barclay the British Grand Prix will again be a layout many riders will be savouring...and now eight times as many racers will be able to enjoy the flowing jumps and turns.

"Although Matterley has jumps it is probably one of the most naturally-set on the calendar. It uses the cambers of the valley. In itself it's quite technically demanding. We all saw the rain at the Nations in 2006 and with that the track created its own lines – a bit like sand – so if we can get some good moisture in the soil

and retain it then we'll have some nice berms and lines coming up. This is the key. Maybe for 2013 or 2014 we will look at some changes to the layout through the winter and use the hills and lot more but the main emphasis this time will be on the soil."

Concern over the sheer amount of activity through the four days is valid. The last thing anybody wants is a worn and battered surface come the main event of MX1 and MX2 on Sunday.

Dixon: "I think the amateurs, 65s and 85s won't cut it up too much. Last year we put on a few thousand tonnes of soil. We know the hotspots for wear and we can react."

"Johnny is insistent that the track is natural and demanding and with a British character. I think he said it has the least amount of jump take-offs on the GP calendar...even though it doesn't seem like that."





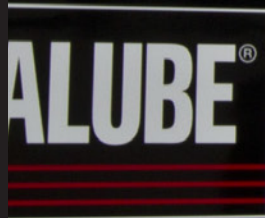






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**Steve Dixon: “Many people think the venue is fantastic. We need to make it a ‘home’ for British motocross.”**





# FEATURE





# 3

## A home victory...

Watch a British rider lead a Grand Prix in front of British fans and you'll quickly realise why many home grown racers are quick to cite the UK crowds as some of the best and noisiest. World Champion Tony Cairoli has publically referred to the increased sense of occasion more than once when racing within the British Isles. At Matterley the din spins around the bowl... and there isn't much else quite like it.

"The British fans are pretty vocal and the camp sites can be quite exciting," Dixon reckons. "It is a lively atmosphere. Last year the bar had to close at 10pm and this year it is 12 because we received a good report from the police and the local council. Last year we couldn't have music and this time we'll have a big TV screen that can play stuff. Hopefully in 2013 we'll be able to get the live bands back and bring home the real British GP experience. Many people think the venue is fantastic. We need to make this a 'home' for British motocross."

Tommy Searle toasted his first ever GP podium at Matterley as a teenager in 2006 and did his best to arrest the speed of Ken Roczen in 2011.

As one of the rapid Brits with a chance of silverware - and in the same summer as the Diamond Jubilee and the Olympics - the sense of patriotism and pride could be stronger than ever. Dixon knows full well the impact local success can bring to the excitement level, enjoyment and legacy of an annual racing extravaganza.

"In 2011 Shaun [Simpson, now riding a factory Yamaha in MX1] led the race before it was red-flagged, Jake Nicholls is going really well and Tommy could be back in the MX2 title hunt by then. Jeffrey Herlings could be a bit wary of coming into Tommy's backyard! It will be a pressure race after all their confrontation. It's going to be electric. Max [Anstie] was born in Winchester so in a way he's a local guy. The fans have responded so far to the idea we could have a British winner, the sales have been good, so with a dry event we're looking forward to a great Grand Prix."





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**AMA-MX**

**WASHOUGAL**

**SACRAMENTO • JULY 21st • Rnd 8 of 12**

450 winner: Ryan Dungey, KTM

250 winner: Justin Barcia, Honda

# ALESSI HALTS THE DUNGEY DELUGE

By Steve Matthes, Photos by Steve Cox and Hoppenworld.com





This past weekend in the woods of Washington State we saw something that we hadn't seen for almost two months. Red Bull KTM's Ryan Dungey lost a moto in the 450 class. And it was to a rider that most thought would dethrone the king; Motoconcepts Mike Alessi.

The 800 has led laps, held off the Dungey (some would say with "unique" rear view skills) and done just about everything he can do besides actually crossing the finish line first. Well this weekend in the first moto Alessi again got the start, with predictably Dungey right behind him. But if there's one chink in Dungey's armor it's the fact that many times he isn't able to force a way by a rider. We've seen it time-and-time again in supercross with one of the big four. The joke is that Chad Reed could run a 'Hi Ryan' butt-patch because Dungey will never, ever jam it in there to get by. And with Alessi proving to be an expert at errr, blocking Dungey around a track, Ryan couldn't be blamed for being a bit cautious.

The Washougal track isn't very easy to pass on, it doesn't get very rough and - to a rider - most of them say you have to force it. And in the first moto Dungey was doing everything short of hauling out a bazooka to bring down Alessi. And then it happened.





Dungey washed out with about five laps to go and surely this was the moto win that Mike had so longed for. Despite a push from Dungey where he knocked off about six seconds of deficit, Alessi crossed the line first and the streak of ten motos was over. And post-race, Alessi was looking for more than a few congratulatory gestures from a visibly upset Dungey. He did get a handshake but not much else.

The start of moto 2 was very, very important. If Alessi got out front with a patented holeshot, it would be a long moto for Dungey eating rocks and trying to find a way back. But Dungey made it by the narrowest of margins over Mike and that was it. Lap after lap Dungey laid it down and pulled away. He wasn't going to let Mike get any confidence from the unlikely first win and it showed. Dungey dominated the moto and got the overall via his 2-1 score. Third, after a hiatus from the box, was Chaparral Honda's Andrew Short and fourth was Jake Weimer.

In the 250's, it was a very uncharacteristic moto from series points leader Blake Baggett from the Pro Circuit Monster Kawasaki team. Baggett likes to stick to the traditional selection for tyres and in the first moto, he paid for that comfort. Three crashes and an ill-handling motorcycle hurt him big-time while GEICO Honda's Justin Barcia got ten points back out of the eighteen he was down. In the second moto Baggett went to what most of the riders were using on the hard-packed Washougal track and the end result was much better. Catching Barcia and making the pass with about three laps to go was 'Baggett'. His 6-1 was a "big-time salvage job" of what could have been a bad day according to father Tom. Leading the most laps he's ever fronted and just missing a spot on the podium was KTM's Marvin Musquin whose expert throttle control and technique proved to be useful on what might be the trickiest track of the series. The 'Moose-can' showing that when things are going his way, he can be a factor with the big four.

The series now takes two weekends off and there's no doubt that if you're a Blake Baggett fan, you're worried about things when the action picks back up. Unadilla and Southwick are the next two races and they're both very strong tracks for Barcia. The lead is eleven with four to go and the 250 class is looking like it's going down to the wire.

And in the 450's, we saw an upset which was great but the bad thing is that may have just gotten Dungey very angry. Maybe the return yet again of James Stewart will help stop the upcoming orange tidal wave.











Barcia at last grasps victory  
as his 250 races countdown









Roczen remains adrift of the top step. The German returned home for an appearance at an International event in Gaildorf this week





Tyla Rattray is one of the hunted 450 riders for 2013. Bit what colours will he be wearing after a four year association with Kawasaki since coming to the USA





## AMA-MX CLASSIFICATION & CHAMPIONSHIP

### AMA 450 OVERALL RESULT

#### Riders

<b>1</b>	Ryan Dungey, USA	KTM
<b>2</b>	Mike Alessi, USA	Suzuki
<b>3</b>	Andrew Short, USA	Honda
<b>4</b>	Jake Weimer, USA	Kawasaki
<b>5</b>	Broc Tickle, USA	Kawasaki

### AMA 450 STANDINGS (AFTER 8 OF 12 ROUNDS)

Riders	Points
<b>1</b> Ryan Dungey	383
<b>2</b> Mike Alessi	303
<b>3</b> Jake Weimer	280
<b>4</b> Andrew Short	247
<b>5</b> Broc Tickle	220

### AMA 250 OVERALL RESULT

#### Riders

<b>1</b>	Justin Barcia, USA	Honda
<b>2</b>	Eli Tomac, USA	Honda
<b>3</b>	Blake Baggett, USA	Kawasaki
<b>4</b>	Marvin Musquin, FRA	KTM
<b>5</b>	Ken Roczen, GER	KTM

### AMA 250 STANDINGS (AFTER 8 OF 12 ROUNDS)

Riders	Points
<b>1</b> Blake Baggett	355
<b>2</b> Justin Barcia	344
<b>3</b> Eli Tomac	323
<b>4</b> Ken Roczen	305
<b>5</b> Marvin Musquin	256







# WHO, WHERE, WHEN FOR '13

This is the time of the year in America where after the races you see riders hanging out underneath other team's tents. The annual musical chairs of motocross gains momentum more and more as the nationals wear on and on. So far for 2013 we've seen a couple of big things go down and for the most part, all the big names that were out there seem to have found a home. The largest fish still technically left in the pool is defending supercross champion Ryan Villopoto but all signs indicate he's going to go back to Kawasaki. After all, there really aren't many places for RV to go and the two sides are bickering over (what else?) money and contract term, but they'll get it done.

Of course James Stewart from JGR to Yoshimura Suzuki shocked us all while Justin Barcia from GEICO Honda 250 team to Honda Muscle Milk 450 team did not.

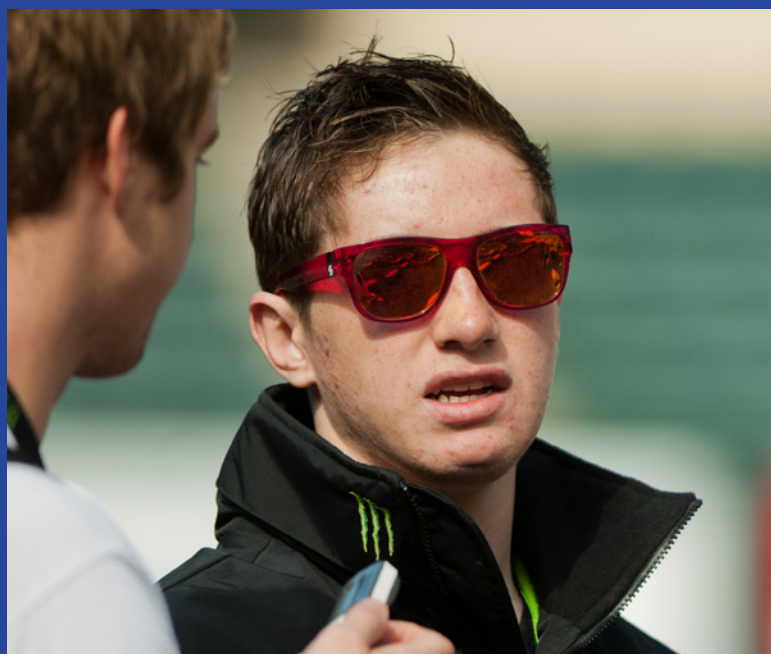
A couple of other riders re-signed with their old teams as well. Trey Canard is back to Honda (after coming close to signing with Monster Kawasaki) and Jake Weimer re-upped with the Green crew for next year (after taking the rather bold move of dropping his agent to get a deal done).

A couple of surprises were Dean Wilson going to the Jeff Ward racing team on a Kawasaki 450 (this isn't done officially but it's going to happen soon). Wilson had more years left in the 250 class but he's just of the opinion that he's too big for the smaller bike and it's time. Dean's been out with a pair of shoulder surgeries but he'll be 100% healthy for 2013 supercross. The surprise was the team stepping up and having enough to pay for Dean but with an as-yet unnamed title sponsor coming on, they'll be more than enough to handle Wilson's paycheck. Also, Kawasaki has pledged factory parts for Wilson so his bike should be on the level of Weimer's and Villopoto's.

Davi Millsaps, who was a career-best second in the 450 supercross series, left the JGR Yamaha team to go with the Rockstar Suzuki squad. Previously this team hadn't fielded a 450 effort for a few years but they're back in thanks in large part to the sponsor wanting to step up and try to break-up the Monster Energy wave. Millsaps wanted to go back to the JGR team and indeed there was some serious talks going on but the JGR guys just didn't want to do a two-year deal, they thought that the motivation of having to earn another contract worked wonders this year. Millsaps on the other hand, wanted the security of a multi-year deal and with the Suzuki squad keen on a two-year offer, he chose to go back to yellow, the brand he raced for a decade or more while growing up.

Mitch Payton picked up the very-fast-but-as-of-yet-been-unable-to-break-through Martin Davalos for his team and he's got one spot left. GEICO Honda signed Zach Osborne a while back and he'll be returning to America after many years over in Europe. GEICO also re-signed Wil Hahn, which gives them a five-man team for 2013.

Some of the guys still left are Tyla Ratray, Justin Brayton, Tommy Hahn, Kyle Chisholm and Ryan Sipes among others. Stay tuned for a few more developments as the races march on.







# BRAYTON ON THE BOIL

**A**fter a career-best supercross series, Honda Muscle Milk's Justin Brayton had hoped to keep the momentum going into the outdoor season. Never an outdoor specialist, Brayton nonetheless had taken some steps forward during the indoor term to be a guy that, if things break his way, could perhaps win a race. Especially in this injury-filled campaign.

But early on it wasn't happening for JB10. Frankly, he was horrible at the opening rounds of the nationals. A guy on a factory Honda not even making the top ten overall is not a good thing. But lately, Brayton's been much better and more like the rider we expected to see when the series started. At Budds Creek Brayton holeshot a moto and unlike before, didn't go that far backwards. It was a start at least. Then the series took a couple of weeks off where Justin got a chance to relax, refresh and regroup.

The American series is a grind with only two weeks respite between Jan 1st and June 15th. It's great if you're on a roll, healthy and ready

to go but if not, then the bad weekends start to compound themselves onto one another. Brayton came out of the two week break and scored a second overall at the first race back and then this past weekend in Millville, Minnesota just narrowly missed the podium. His rides there were strong, come-from-the-back charges and without a doubt, whatever was causing those early season finishes is in the rear view mirror now.

And that's a good thing because Brayton's status for next year is up in the air. His team has two riders already under contract for 2013 (Trey Canard and Justin Barcia) and whether or not they add a third rider is still to be determined. But I spoke with Brayton after his podium finish at Redbud and he's not worrying about that, he knew that Honda was bringing along Barcia for next year when he signed. For Brayton, it's just all about the 'now' and putting the early national races behind him as fast as he can.



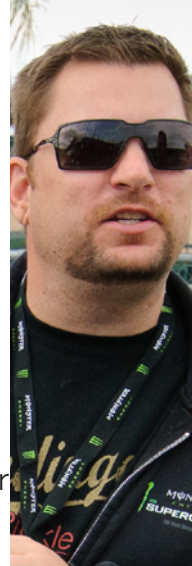
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## GETTING ALL 'NATION'-AL

By Steve Matthes



It's never too early for the fans of the sport to start arguing and discussing Motocross des Nations. And by the way, I know it's now called Motocross OF Nations but you're not going to get me to use that. It's always been "des" and always will be "des" in my heart and that's that.

Anyway, team manager Roger DeCoster gave an interview to Motocross Action website where he was asked about his choices for the team as of right now. The squad is going to be named in about three weeks so some things could change between now and then but this much we do know: going off Roger's comments, he's leaning towards Ryan Dungey (obviously), Blake Baggett (he of the 18-point lead in the 250 outdoors) and Justin Barcia for the MX3 spot. This last racer is a bit of a shock given the names that he could have made the cut. Barcia is currently racing the 250 class so bumping him up is a bit of a surprise. Yes, he's signed up for that class full-time in 2013 and yes, he raced a few 450 nationals last summer for Honda but still DeCoster's comments indicate that he'd rather go with a rookie rider who's not even racing that size of motorcycle than the present group he could choose from.

For example, James Stewart is scheduled to come back for Southwick in two weeks as his hand is still not where he wants it to be (obvious for anyone who was at RedBud) and yet DeCoster spoke of him as if he was a wild card and RD didn't want that. Then there is Mike Alessi (currently second behind Dungey in the points) and Roger wasn't sure about Mike's team and machine being up to the task. Jake Weimer, a tad behind Alessi in the points and a past MXDN champion, wasn't even mentioned.

DeCoster did say that the 250 riders are turning better lap times than the 450 guys (save for Dungey) and therefore he's more eager to bump one of those kids up to the big bike. And Barcia, as we've seen with our one sand track, goes well in

the soft stuff, which is where the location this year is. The deep sands of Lommel, Belgium await the guys. The American track of Southwick is hardly what I would call a match for Lommel however and Barcia is fast there because of a combination of sand skills AND the fact he grew up on the track. Justin did win a moto there last year on the 450 so the proof is there

We know the story by now, Stewart swept the first four motos of the year and then crashed out in Lakewood. He tried to race the next week but couldn't. Took three weeks off, came out at RedBud and wasn't anywhere near his early season pace. It was then decided that Stewart would take another leave and try again at Southwick in three weeks. In this journo's eyes, there is only one rider that has ever gone as fast as Stewart at Southwick and his initials are R and C.

To casually write off Stewart as DeCoster did in the interview indicates that Roger doesn't believe that Stewart can get up to speed and that to me is troubling. Stewart, when healthy, is absolutely one of the very best racers anywhere in the world. As far as Alessi, well DeCoster's managed Mike before and he's right in wondering about the team's ability to compete. The costs to Europe are pretty high as the AMA doesn't pay for very much. But Mike Genova, Motoconcepts team manager, is on the record as saying he would spend whatever it took to get Mike there with the same amount of support that the other teams have. It could be that Roger just doesn't believe in Mike and his program, which is heavily influenced by father Tony. It may be a case of 'been there, done that' for DeCoster.

By so easily dismissing Alessi and Stewart and his mention of sending a complete rookie on a bike he hasn't raced all year, one hopes 'The Man' knows what he's doing.



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'12 BMW S1000RR

# NEW WAVE...

**2012 BMW S1000RR**

By Roland Brown, photos Jason Critchell









**T**here's a golden rule that manufacturers abide by when launching a new motor-bike: don't bring last year's model for comparison. While it might initially seem like a clever wheeze to highlight the new bike's superiority, there's always a chance that the ungrateful hacks will prefer the old one, instantly consigning the shiny new machine to the scrapheap.

That's what happened back in 1986, when testers preferred Kawasaki's legendary GPZ900R to its intended replacement, the GPZ1000RX — which bombed and was soon discontinued, while the 900R remained in the range. I don't recall an outgoing model appearing at a launch since then... until BMW recently rocked up at Almeria in southern Spain with both the latest 2012-model S1000RR and last year's version.

This was particularly brave given that last year's S1000RR was not some ageing, uncompetitive machine that could easily be upgraded. On the contrary, when the stunningly powerful and high-tech 999cc four appeared in 2010 it caused a sensation by soundly thrashing the established Japanese opposition. A year later only Kawasaki's ZX-10R had retaliated with a similar 190bhp-plus power output and level of electronic sophistication.

With the S1000RR still top dog, why would BMW risk running the new bike directly against the existing one? Basically, because they wanted to emphasise that the new bike is significantly different, even though at a glance it looks very similar. And presumably because they were so damned confident that the changes gave a worthwhile improvement.









Even with the old and new RRs side by side in the pit lane, I had to look closely to tell them apart. The new model has a slightly reshaped air intake, reworked gills on the right of its fairing, and small wings either side of its nose. The colour schemes are new, too. But the important changes are far from obvious.

There's no visual sign of the new engine mapping or revised traction control settings. It's almost impossible to tell that the frame's

steering head angle is slightly steeper, or that the swing-arm pivot is higher. There's no way of knowing that the suspension has been modified, or that the throttle has a lighter and quicker action. You'd have to count very carefully to confirm that the rear sprocket has an extra tooth.

Even knowing all that I still didn't expect to find a significant difference. Just shows how wrong you can be...









***“The RR is remarkably rider friendly for such a rapid bike..”***



**PLAY**







TEST







I tried the old model first, and although I've ridden several S1000RRs, including race-bikes, it was still an eye-opener. I've lapped Almeria many times but never on a bike that felt so crazily powerful. The RR screamed around the circuit, seeming smooth and sophisticated yet brutally fast. It was an exciting ride but I had a slight feeling of clinging on to a ballistic missile.

I put most of that down to this being my first session, so it was an illuminating experience to come into the pits, ride out again minutes later on the 2012 model, and realise almost instantly that this updated S1000RR really was subtly but significantly easier to ride. The first surprise was that its handling was a little sharper

and more intuitive, even with the suspension on standard showroom settings.

I was surprised to find the engine feeling slightly smoother, too, although mechanically the dohc, 16-valve unit is unchanged (as is its 193bhp maximum output). The new mapping was responsible for that, as well as providing the slightly stronger punch through the mid-range — which wasn't exactly lacking before.

Getting out of the turns fast was also facilitated by the lighter throttle and improved traction control systems, which were welcome as the BMW hurtled towards its 180mph-plus top speed. I was also glad of the updated ABS system when using the fierce front brake.







Next day on the road the RR proved it was also remarkably rider-friendly for such a rapid bike. It's roomy, the controls and redesigned instruments are excellent, and the riding position isn't especially radical. The lighter throttle was welcome on the road, as was the extra torque between 5000 and 7500rpm. I didn't ride the old model on the road so it's hard to make a direct comparison, but the way the new one surged effortlessly forward from 5000rpm in top gear was mighty impressive.

On a warm day in Andalucía I didn't need the accessory heated hand-grips with which my RR was fitted, but many riders will appreciate that option even on such a sporty bike. So I didn't find all the S1000RR's new features worthwhile, but the main ones certainly were — more so than I'd have guessed or even believed before riding it.

All of which leaves two conclusions. One, the world's fastest and best straight-four sports bike just got faster and better still. And two, even the most sensible rules are made to be broken.







# THE COUNTING MAN

## THE STATS WIZARD BEHIND MotoGP

By Joseph Beale/Adam Wheeler, Photos by Martin Raines,  
[www.motogp.com](http://www.motogp.com), Ducati Corse Press, Honda Pro Images

**F**or almost twenty years MotoGP has been able to rely on a man to supply a fun and sharp edge of trivia to the sport. Dr Martin Raines, a former racer and dedicated fan, has been Dorna's go-to-guy for the historical and factual side of MotoGP. Everything from appearances, landmarks, milestones, co-incidences, date significances, and personal achievement for riders, nations and brands have all been charted and logged by the Brit and it is hard to find out something he doesn't already know.

Some of his 7800 followers on Twitter @ **motogpmart** like to throw him challenges or tackle some of his weekly 'teasers'. Journalists and commentators have been able to enhance their copy or broadcasts thanks to his compilation at each Grand Prix, he has even appeared behind the microphone thanks to an encyclopaedic knowledge. Joe Beale grabbed some words with bike racing's ultimate 'Statto'...



**Do you have a favourite type of statistic relating to Grand Prix?**

In addition to the obvious ones that measure a rider's success such as number of wins and podiums, I particularly like the anniversary ones (e.g. "On this day in ....."). By doing these statistics it helps remind me of what has happened previously in Grand Prix racing, and hopefully gives others who are more recent followers of the sport an understanding of GP racing history – remember we are the oldest world motorsport series in existence and started in 1949 (...and no I was not around then!)

**Can you explain your role for Dorna during a typical season?**

Before each Grand Prix I produce a document of 'official statistics' that now runs to about eight pages. This includes information on what the riders have achieved previously at that circuit and any significant milestones that they may be about to reach. Also there are items highlighting other records or significant achievements that are likely to occur at

the Grand Prix. In addition, following the final qualifying session I produce a document that outlines the qualifying merits of the riders, for example 'first time on front row of grid this year' or 'first time on pole at this circuit'. Both the pre-event official statistics and the post qualifying update is circulated in the media centre at the circuit, as well as being sent out to other media around the world by email.

**How do you prepare your pre-GP weekend and post-QP/pre-race statistics? All off the top of your head or hours buried in the record books?**

I wish I could say that it was all off the top of my head – but I'm afraid not. Spotting the statistics and milestones that are of current interest is where the thinking comes in. Then it is to the record books and my personal database of Grand Prix results to get the accurate numbers and facts. In addition to the database I have a vast collection of books and magazines that number over 4000 going back to the start of the Grand Prix era.



Like many in MotoGP Mart started as a fan and here shows some of his pictures of Rossi Snr at an International at Donington Park while the late Barry Sheene (below) was one of his favourite riders. A young Martin (centre) tries to emulate his hero with the ladies (actually his wife...)









**Who would you highlight as the most statistically impressive past and current riders?**

Of course the rider who has given me most to write about over the last dozen years or so is Valentino Rossi. He tops the table of wins and podiums of all current riders.

Unsurprisingly the two other outstanding performers are Casey Stoner and Jorge Lorenzo. Casey has won 33% of all MotoGP races he has competed in, which is very impressive taking into account that for a large part of his years in MotoGP he has been on the Ducati which no one else has been able to ride competitively. Since the start of 2007 Ducati has had 24 wins and 21 poles – 23 of the wins have been with Stoner and all of the poles!

The podium statistics highlight the fantastic consistency of Jorge Lorenzo. He has finished on the rostrum 50 times from 73 starts in the MotoGP class; that's 68%. This is an incredible achievement when you consider that he has done this competing against the likes of Valentino Rossi, Casey Stoner and Dani Pedrosa among many other strong riders. If we take away his rookie year then Lorenzo has finished on the podium 44 times from 56 starts – a podium hit-rate of 79%.

If he can maintain this kind of consistency he will be very difficult to catch in this year's title race now.

I also have to mention one of my all-time favourite riders, Loris Capirossi, who retired at the end of 2011 having made 328 Grand Prix starts; which means he has taken part in 41% of Grand Prix events that have ever been staged since 1949.

**You recently joked on Twitter that as a proud Yorkshireman you never bet more than 20p, but given your extensive knowledge the bookmakers must be scared of you! Ever had a good win betting on GP racing?**

I am generally terrible at predicting the outcome of GP races – I still go with my heart rather than my head! The only time I have had any success was at Le Mans in 2007; I was chatting with OTOR's Matt Roberts on the morning of the race (which was very pleasant weather-wise) and he mentioned it was going to rain. So I put a bet on Chris Vermeulen at 38:1, and of course he went on to win for the only time in MotoGP. When I informed my colleagues in the media centre about this, rather than being congratulated on my success I was ribbed for only placing a bet of £1!



**You're very active on Twitter, who is worth following on in the paddock and how do you think Twitter has changed communication in MotoGP?**

There are some very interesting characters on Twitter that work in MotoGP...with a very good sense of humour! By following these you can get a good understanding of what's going on within the MotoGP community and there are some tasty opinions on the controversial issues such as the disqualification and re-instatement of Marc Marquez at the Catalunya GP. The guys I particularly follow are Julian Ryder, Ian Wheeler, Gavin Emmett, Neil Spalding and Dennis Noyes. As I only manage to attend six GP events each year I find Twitter particularly useful for getting up to date info from the paddock when I am not at the races.

**What do you think about Stoner leaving MotoGP and Rossi's current form? What's your view on CRT and the direction of the sport?**

I am very disappointed about Stoner retiring at such an early age...but completely understand and respect his decision. He has achieved what he has set out to do in this sport and clearly is a man who loves to be at home with his family, and is not really comfortable with the fame that his success has brought. My personal opinion is that Stoner has not always been fully appreciated by a section of the media and some fans, and I am sure this has not helped the situation. My belief is that Casey Stoner is able to push any particular machine closer to its limits more than any other rider I have seen in 40 years of watching motorcycle racing – and because of that he will be a great loss to the sport.

I feel Rossi is struggling on the Ducati because he is finding it difficult to change his style after many years of racing and previously having had the bikes developed around his style of riding.

At the same time the three other top riders, Stoner, Lorenzo and Pedrosa, have taken the sport to a higher level, where in order to win it is essential to be on the pace from the first lap. If you look over Rossi's career this is not the way he has approached races, and has only won a handful leading from flag-to-flag; in the years 2001 to 2006 he was clearly a step above the other riders and was able to pace himself through the race.

In comparison nearly 50% of Stoner's wins have been where he has taken an early lead and controlled the race from the front and both Pedrosa and Lorenzo approach races in the same way. In order to compete with these younger riders, Rossi will need to increase his pace in those early laps.

The performance of the CRT bikes has been encouraging in such an early stage of development, after all the talk pre-season of bikes being lapped on a regular basis. However my belief is that the attraction of Grand Prix racing is that you go to watch the fastest riders in the world on the fastest, most desirable and exclusive bikes in the world.

With this in mind it is essential that there are a significant number of factory bikes on the grid to maintain the essential attraction of Grand Prix racing.







# KTM SPREAD Moto3 WINGS

**T**hirteen podium results and two victories in nine rounds – not to mention first place in the Moto3 standings with Sandro Cortese – it's fair to say that KTM's re-entry to MotoGP has been successful right off the bat. With four riders (of the nine in total) in the top ten steering the 250 GPR the Austrians will have a further six bikes in the 2013 series after an impressive presentation/summary of their efforts at Sachsenring recently.

Despite some scepticism of the new formula and the lamented disappearance of the 125cc two-strokes, Moto3 has produced some spectacular scenes not least with the emphatic finish at Mugello. It has also seen healthy competition between the orange engines – linked exclusively with Kalex chassis technology outside the factory effort – and the plethora of Honda-powered machines on the grid. KTM's bold assertion that it took only seven months from the unveiling of the GPR engine to Cortese's first win at Estoril is reflective and typical of the direction and focus they apply to their racing; competition being the cornerstone of their philosophy as Pit Beirer, Head of KTM Motorsports, said in Germany:

"Following a real 'holeshot' start to the season we have now firmly established ourselves as one of the major players in the new Moto3 class, which is more than a positive development for us."

Now the company is spreading their influence and the provision of competitive customer production bikes for the Red Bull Rookie series as well as Moto3 (the latter models with a price tag of 45,000 euros and have to be ordered by October for delivery in February 2013) can only be seen as signal of health in the category. The bike is proven and the message has been delivered.

"The GP bike is only adjusted to suit the existing Moto3 regulations," said Wolfgang Felber, Head of Customer Motor Racing. "It runs on the prescribed Dell'Orto electronic unit, revs at a maximum of 14000 revolutions and has an Akrapovic exhaust system that allows 115 dB. OZ magnesium wheels, a factory braking system from Brembo with two brake disks and factory suspension from WP save additional weight and increase performance, but these are basically parts that anyone can use to upgrade the production racer."







## VALENTINO UNCOVERED

**T**he greatest road racer of all time has always used Mugello to unveil something special for the full banks of his fans, usually in the form of a special helmet.

Sponsor Monster Energy decided to lift the lid on VR46's prep for his home round with a unique look at the effort the Italian puts into this fantastic event.

**Click on the button to see a remarkable set of videos.**



## LOW MOMENT FOR BARBERA

**A**fter a season of troubles for Pramac Racing, who are currently discussing the viability of continuing in the MotoGP World Championship next season, things took a further turn for the worst after it was announced that Hector Barberá will be out for around four weeks following a serious injury in training.

The Spaniard, who is currently lying in eleventh place in the standings, suffered what was described by the team as a training 'mishap' which resulted in him breaking the tibia and fibula on his left leg. He underwent surgery at the Dexeus Institute in Barcelona in the expert hands of Dr. Xavier Mir and leg specialist Dr. Eugenio Jimeno, where a titanium rod and several screws inserted. He is expected to begin his physical recovery in seven days time and according to the medical team could be back racing within "4 to 6

weeks" depending on how things progress.

It could be a crucial time for Barberá who will be keen to seal himself some kind of ride next season, with the team looking unlikely to continue in MotoGP. While there have been flashes of his talent in MotoGP, he has been a victim of the Ducati slump in fortunes and is unlikely to command a ride on a factory prototype next year with space limited.

As for the grid spot Pramac announced that Toni Elias will fill the gap. Elias struggled in MotoGP last year and had been freed from his Aspar deal, so there is no reason to think the team's fortunes will improve. The Spaniard might find the new Bridgestones more forgiving and that's the only ray of light for the crew as the second half of the campaign clicks into gear this weekend at Laguna.



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## **CRUNCH TIME**

By Gavin Emmett

**M**otoGP riders are clamouring to be at Yamaha next season. Whilst vital discussions are taking place in the run-up to the Laguna Seca round about who will partner Jorge Lorenzo in the factory team, with four riders conceivably in the frame (Spies, Dovizioso, Crutchlow and Rossi), the US round of the series will also see what Honda and Ducati can bring to the party to try to counter the 'tuning-fork' brand's 1000cc effort. Who can play along with their tune?

The M1 has so far proven to be the most adaptable bike, with only Ben Spies having laboured to collect a number of decent results, more often down to luck and confidence than a discernable lack of speed. More importantly the new Yamaha has got on well with the new construction Bridgestone tyres.

### **What can Honda and Ducati bring to the party? Who can play to Yamaha's tune?**

The Honda factory duo have been fairly vocal about their dislike of the new rubber being used this season, which has given them problems with edge grip and chatter. This was then only exacerbated by the introduction of a new front tyre at Silverstone which has given them new headaches.

In response to these developments, Honda have been working overtime back in Japan and the riders will likely use a completely revamped version of the RC213V this coming weekend in California. This is despite Stoner's protestations that the 2013 version of the bike's frame was no real improvement on the original.

Both riders were nonetheless more positive about the engine upgrades they received, and with Stoner incredibly only having used two engines out of his allocation of six for the season so far, there is every chance this could prove crucial if more risks can be taken with its performance. The Repsol duo should not be counted out of the title chase just yet.

That is a position that Ducati could only dream of being in currently, and their upgrade package this weekend needs to be one that convinces Valentino Rossi there is hope if he stays in red next season. Lap times in the post-Mugello test weren't massively improved (and Rossi crashed amidst ECU system troubles) and while more updates should be available for the race-weekend, Laguna Seca could be either be the straw that broke the camel's back for Rossi, or Ducati's saving grace.









# 100%

100% is a core goggle brand with the image and the firepower to make it a serious contender in a crowded market. Aside from the pedigree and the polish, the American firm have chiselled some impressive, comfortable and resistant product.

Highlighted on these pages are the Racewear line with White, Destruct and Varsity and aside from the assurances of high performing materials there is also the fact that the same lens and tear-offs are used throughout the collection.

With the masterminds of One Industries originators behind 100% there are three guarantees. One, these items will really do a job. Two, the outstanding designs and schemes will set them apart and three the sharp edge and air of quality make 100% just that little bit more indispensable.





## 222

We highlighted Christophe Pourcel's new personalised brand in the last OTOR and the Frenchman arguably took his cue from the most popular and recognisable motocross racer in Europe at this time.

Tony Cairoli's collection of '222' garments and accessories (the watch is a big seller at 320 euros) is pretty special in that it has been produced and is sold by the same people that handle Valentino Rossi's vast merchandising operation. The reach of the stuff is wide; selling online, at all European MXGPs and MotoGP rounds and is part of the same stock that includes Nicky Hayden's fan wear.

Cairoli had a hand in the choice of colours and designs and the tones are purposely none committal, so even those who are not huge KTM fans can buy in comfort.













# ALPINESTARS

At 350 dollars (300 euros) Alpinestars are assuring riders that their B2 carbon knee brace is the ultimate and only investment needed for protection of arguably the most vulnerable joint when it comes to steering a bike with knobbly tyres.

Strong, light, flexible and preventative of over-extension of the knee the B2 also has a protective cup for the kneecap and upper shin to deflect painful rocks. Adjustable and versatile there are still a few more adjectives that can be chucked at this thing.

Underneath you might want to try some Techstar Coolmax. Only the Italian-American firm could fabricate a sock that wicks away sweat, won't bunch around the ankle or heel and is odour-free!





# D

## PRODUCTS

### OAKLEY

Oakley's association with MotoGP continues to grow. After alliances with Ben Spies and Nicky Hayden in recent years to help the American brand carry some Moto presence in their home market the latest models have boasted a licence with the sport itself and also the biggest star of the scene, Valentino Rossi.

The Rossi collection features several coloured (and surprisingly none too garish) glasses but for a slightly more conservative look than the MotoGP Oakley eyewear will easily serve fans, and not just those of the iconic Italian.

OTOR's pick is the MotoGP Holbrook













# SCOTT



Scott's forays into road and touring products is pretty exciting news for motorcyclists considering the brand's excellent name in winter sports wear and activities like cycling and running. We're talking about a company that really knows their trade when it comes to cooling, resistance, safety, durability and style.

The Dual Raid jacket and pants – with the PR hook of 'redefining adventure' - are at the top of the tree for those looking for the best performing material in a host of different climate and conditions when on two wheels. There are seventeen remarkable features of the pants alone, check out the link for more info.

The gloves fall in the same bracket in terms of the quality on offer and OTOR likes the look of the Blouson Scott Technit TP and Sport TP jackets, suited for a casual blast on the highways.







## BACKPAGE

2012 Monster Energy girls  
By Milagro











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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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